

mond, the latter played a dashing game and won by 1 up, defeating her opponent by a single stroke for the last hole.

CAPE MAY, July 10.—The first of the women's eighteen-hole medal-play handicap tournaments was played on the Cape May Golf Club's

CHICAGO, July 10.—Henry Vardon was defeated to-day by a cup and a bet to play in a four-ball match at the Chicago Country Club by David Ball of the Home Club and Henry Turpie of Edgewater. The two days exhibition, in which the final event was played, was won by Vardon, who beat his opponent by one hole in an ex-English champion and Willie Smith. Vardon played woefully out of form and did not even make good his reputation as a putter. He excelled in the long game, but on the putting green he was very erratic and made many mistakes. His partner, the American member of occasions, in the way of drives Vardon broke all previous records for the tournament. In the Saturday afternoon round he hit a 214 yards on his tee shot at the eighteenth hole.

Fast Run of Atlantic Fleet From Morris Cove to Shelter Island.

SHELTER ISLAND, July 10.—The Atlantic Yacht Club members were in great luck today and fair winds favored them so that they made the run from Morris Cove to this port in fast time. The Astrild led the fleet this time and she made the journey in a little more than four hours and a half. When the yachts went out to the starting line this morning at Morris Cove, which was of the Cape of the Eastern Breeze, the Astrild was fresh from the start. This was at 10 o'clock, and five minutes later the starting signal was given. Addison Hannan shot the Astrild over the line almost with the signal. Col. Austen was next with the Ponio, and then came the Syph. Marquis, Aquila, Awa Uvira, Isenau, Akista, Vesta, Narika, Edipson, Como, Atlantic, Odina, Vinita, Eridolon, Water Witch, Bonnie Bairn Zenobia

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Pump Gut. The Vesta was second, Astrild third, and Water Witch fourth. It was a bad race, but the boats were not in the best shape. The boats were trimmed down flat and the Astrild at once began to edge out to windward of the big schooner. The Vesta was in the lead, but the Astrild was making fine time, finishing line at 1:30 P.M., having made the 100-mile race in 10:30. The Vesta was in the lead, but the Astrild was making fine time, finishing line at 1:30 P.M., having made the 100-mile race in 10:30. The Vesta was in the lead, but the Astrild was making fine time, finishing line at 1:30 P.M., having made the 100-mile race in 10:30.

The race was won by the Astrild, which finished first at 1:30 P.M., having made the 100-mile race in 10:30. The Vesta was in the lead, but the Astrild was making fine time, finishing line at 1:30 P.M., having made the 100-mile race in 10:30.

To-morrow the Yachts will race to New London, and the race will be a very interesting one. The race will be a very interesting one. The race will be a very interesting one.

Yacht and Owner.	Finish.	Elapsed Time.	Corrected Time.
1. Astrild, J. F. Ackerman.	1:30:00	10:30	10:30
2. Vesta, W. Marshall.	1:35:00	11:25	11:25
3. Water Witch, D. Banks.	1:40:00	12:25	12:25
4. The Vesta, J. F. Ackerman.	1:45:00	13:25	13:25
5. The Vesta, J. F. Ackerman.	1:50:00	14:25	14:25
6. The Vesta, J. F. Ackerman.	1:55:00	15:25	15:25
7. The Vesta, J. F. Ackerman.	2:00:00	16:25	16:25
8. The Vesta, J. F. Ackerman.	2:05:00	17:25	17:25
9. The Vesta, J. F. Ackerman.	2:10:00	18:25	18:25
10. The Vesta, J. F. Ackerman.	2:15:00	19:25	19:25
11. The Vesta, J. F. Ackerman.	2:20:00	20:25	20:25
12. The Vesta, J. F. Ackerman.	2:25:00	21:25	21:25
13. The Vesta, J. F. Ackerman.	2:30:00	22:25	22:25
14. The Vesta, J. F. Ackerman.	2:35:00	23:25	23:25
15. The Vesta, J. F. Ackerman.	2:40:00	24:25	24:25
16. The Vesta, J. F. Ackerman.	2:45:00	25:25	25:25
17. The Vesta, J. F. Ackerman.	2:50:00	26:25	26:25
18. The Vesta, J. F. Ackerman.	2:55:00	27:25	27:25
19. The Vesta, J. F. Ackerman.	3:00:00	28:25	28:25
20. The Vesta, J. F. Ackerman.	3:05:00	29:25	29:25
21. The Vesta, J. F. Ackerman.	3:10:00	30:25	30:25
22. The Vesta, J. F. Ackerman.	3:15:00	31:25	31:25
23. The Vesta, J. F. Ackerman.	3:20:00	32:25	32:25
24. The Vesta, J. F. Ackerman.	3:25:00	33:25	33:25
25. The Vesta, J. F. Ackerman.	3:30:00	34:25	34:25
26. The Vesta, J. F. Ackerman.	3:35:00	35:25	35:25
27. The Vesta, J. F. Ackerman.	3:40:00	36:25	36:25
28. The Vesta, J. F. Ackerman.	3:45:00	37:25	37:25
29. The Vesta, J. F. Ackerman.	3:50:00	38:25	38:25
30. The Vesta, J. F. Ackerman.	3:55:00	39:25	39:25
31. The Vesta, J. F. Ackerman.	4:00:00	40:25	40:25
32. The Vesta, J. F. Ackerman.	4:05:00	41:25	41:25
33. The Vesta, J. F. Ackerman.	4:10:00	42:25	42:25
34. The Vesta, J. F. Ackerman.	4:15:00	43:25	43:25
35. The Vesta, J. F. Ackerman.	4:20:00	44:25	44:25
36. The Vesta, J. F. Ackerman.	4:25:00	45:25	45:25
37. The Vesta, J. F. Ackerman.	4:30:00	46:25	46:25
38. The Vesta, J. F. Ackerman.	4:35:00	47:25	47:25
39. The Vesta, J. F. Ackerman.	4:40:00	48:25	48:25
40. The Vesta, J. F. Ackerman.	4:45:00	49:25	49:25
41. The Vesta, J. F. Ackerman.	4:50:00	50:25	50:25
42. The Vesta, J. F. Ackerman.	4:55:00	51:25	51:25
43. The Vesta, J. F. Ackerman.	5:00:00	52:25	52:25
44. The Vesta, J. F. Ackerman.	5:05:00	53:25	53:25
45. The Vesta, J. F. Ackerman.	5:10:00	54:25	54:25
46. The Vesta, J. F. Ackerman.	5:15:00	55:25	55:25
47. The Vesta, J. F. Ackerman.	5:20:00	56:25	56:25
48. The Vesta, J. F. Ackerman.	5:25:00	57:25	57:25
49. The Vesta, J. F. Ackerman.	5:30:00	58:25	58:25
50. The Vesta, J. F. Ackerman.	5:35:00	59:25	59:25
51. The Vesta, J. F. Ackerman.	5:40:00	60:25	60:25
52. The Vesta, J. F. Ackerman.	5:45:00	61:25	61:25
53. The Vesta, J. F. Ackerman.	5:50:00	62:25	62:25
54. The Vesta, J. F. Ackerman.	5:55:00	63:25	63:25
55. The Vesta, J. F. Ackerman.	6:00:00	64:25	64:25
56. The Vesta, J. F. Ackerman.	6:05:00	65:25	65:25
57. The Vesta, J. F. Ackerman.	6:10:00	66:25	66:25
58. The Vesta, J. F. Ackerman.	6:15:00	67:25	67:25
59. The Vesta, J. F. Ackerman.	6:20:00	68:25	68:25
60. The Vesta, J. F. Ackerman.	6:25:00	69:25	69:25
61. The Vesta, J. F. Ackerman.	6:30:00	70:25	70

SLOOPS—CLASS K, 43 TO 51 FEET.
 Sloop, C. Nash, 43 00 45 05
 Sloop, R. P. Rorem, 51 45 49 45
 Sloop, E. E. Robert, 48 24 50 24
 Sloop, H. B. Shann, 52 45 56 39
 Sloop, T. A. Smith, 50 20 50 20
 Sloop, J. C. Davis, 50 10 34 10
 SLOOPS—CLASS L, 38 TO 43 FEET.
 Sloop, J. Weir, Jr., 39 23 38 23
 Sloop, J. E. Smith, 42 23 42 23
 Sloop, J. G. Merian, 42 21 31 21
 SLOOPS—CLASS M, 30 TO 38 FEET.
 Sloop, J. E. Smith, 31 21 31 21
 Sloop, F. M. Hill, 31 45 31 45
 Sloop, F. M. Hill's English cutter Isola arrived
 here and will be fitted out at once.

RACES AND OFF NORTON.
 The Newport series of races of the New York Yacht Club, which began on Monday and will continue on Tuesday and Saturday, will be called off at 12:30 p. m. The most interesting

turned in the struggle between the 70-tooters—
lineola, Rainbow, Virginia and Yankee.
Among the other entries are such speedy yachts
as the Shark, Syce and Astrild. The sailing
instructions are as appended:

STARTING—The start will be between three
boats, the light vessel and a position on the committee boat,
indicated by a white flag. If postponed, the pre-
siding judge will call the 70-tooter cautions at the fore-
mast, accompanied by a gun. Should a signal gun mis-
fire, a prolonged whistle will be blown.

STARTING SIGNALS—

Preparatory—a gun will be fired and a blue peter
will be hoisted.

The start for single-masted vessels and yawls.
Ten minutes later a second gun will be fired, the blue
peter will be hoisted.

The start for schooners—handicap time for single-
masted vessels will be called. A red ball will be hoisted.
The gun will be fired and a second red ball hoisted.

Five minutes later a fourth gun will give the handi-
cap for the 70-tooters. A red ball will be hoisted.

For 30-tooters one gun start.

Preparatory—Five minutes later, a red ball will
be hoisted.

The Start—Five minutes later, a gun will be fired
and the ball will drop.

COURSES

No. 1.—Letter C. From starting line, 7 miles
S. by E. to the light vessel, 7 miles S. by E. to the

No. 1—A single buoy, 8 miles east and to around a small
arriving red flag with diagonal white stripe, 6 1/2
miles north of the mouth of the river.
No. 2—Letter D. The reverse of No. 1.
No. 3—Two buoys, one at 1 mile, 1 to around
white buoy, to enlsh. 37 miles.
No. 4—Letter G. One around No. 2 and around
the mouth of the river, 20 miles.
On Nos. 1 and 3, five light vessels, while buoy
around No. 2, four light vessels, and two star-
board.
Nos. 3 and 4 will be cut off after once around by
the three and two red bells, vertically. The re-
verse or rache that has already turned the light vessel
will be cut off by the bell, and the light vessel
Attention is called to Sec. 1, R. IV., and Sec. 3,
R. IX.
St Nicholas Kane, Chester Griswold, William
Butler Dunnigan, Jr., Regata Committee.
No time taken after 8 P. M.

ESPERANZA AGAIN.

With W. Butler Dunnigan, Jr., at the Helm Sea
Beats Wa Wa by Nine Seconds.

Newport, July 19.—The 30-footer Esperanza,
called by Mr. W. Butler Dunnigan, Jr., won the
race of Newport-to-day, crossing the line nine
seconds ahead of the Wa Wa. It was an inter-

starting races from start to finish. The wind was blowing almost a gale from the southwest and the horses were blowing their manes and tails in the breeze. The race was a distance of eighteen miles. The start was from a point called Redoubt Cove, the Wa Na crossing two from the head of the bay, and the horses were about a mile ahead of the gun, thereby losing the chance of winning. The Esperanza was close behind the gun, and the other horses were in a row down the bay, then ran up the bay with spinners to port, just before the other mark was made. The chance position of the racers was such that the match that was quite interesting, but it did not last long. The chance position of the racers was such that the match that was quite interesting, but it did not last long. The chance position of the racers was such that the match that was quite interesting, but it did not last long.

Ya Wa, R. Brooks 3 21 00 disqualified.

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starting race from start to finish. The wind was blowing almost a gale from the southwest and the course was to Dyers Island and return, a distance of eighteen miles. The start was from the restaurants cove, the Wa Ma crossing two seconds ahead of the gun, thereby losing her chance of winning. The Esperanza was close behind her, but it was a close race to the Jamestown mark, then a run up the bay with spinners to port, just before the other mark was reached the Ilora and Wa Ma flared in a luffing match that was quite interesting, but it did not change the position of the racers.

The Esperanza rounded the mark at 421. On her best home the racers leaved well over, and at times were enveloped in spray. When near the Jamestown mark the Esperanza and the Ilora were racing each other on opposite courses. The latter, with the right of way, looked as if she would run the Esperanza down, but she was not to be so lucky.

Boatmen: Messrs. Duncan and Mr. J. R. Livermore sailed in the race. The summary:

Boat and Owner.	Start.	Finish.	Elapsed
Esperanza, R. O. Hays.	2:10	5:51 32	3:41 32
Ilora, R. N. Ellis.	3:21 00	6:52 31	3:31 31
Ilora, R. N. Ellis.	3:21 00	5:36 02	2:15 02

stroke, the latter played a dashing game and won by a 6-0 up, despite his opponent's singular stroke for a half maul.

Cape May, July 10—The first of the women's eighteen-hole medal-play handicap tournaments was played on the Cape May Golf Club course yesterday afternoon. The winners were:

Mrs. James M. E. Hildreth, 152; Mrs. John Rodgers, 148; Miss Edna C. Rogers, 147; Mrs. John Rodgers, 146; Mrs. Wm. C. McLeod, 145; Miss Kate Phipps, 144; Miss Edna C. Rogers, 143; Mrs. J. Edgar Smith, 142; Mrs. J. Edgar Smith, 141; Mrs. J. Edgar Smith, 140; Mrs. J. Edgar Smith, 139; Mrs. J. Edgar Smith, 138; Mrs. J. Edgar Smith, 137; Mrs. J. Edgar Smith, 136; Mrs. J. Edgar Smith, 135; Mrs. J. Edgar Smith, 134; Mrs. J. Edgar Smith, 133; Mrs. J. Edgar Smith, 132; Mrs. J. Edgar Smith, 131; Mrs. J. Edgar Smith, 130; Mrs. J. Edgar Smith, 129; Mrs. J. Edgar Smith, 128; Mrs. J. Edgar Smith, 127; Mrs. J. Edgar Smith, 126; Mrs. J. Edgar Smith, 125; Mrs. J. Edgar Smith, 124; Mrs. J. Edgar Smith, 123; Mrs. J. Edgar Smith, 122; Mrs. J. Edgar Smith, 121; Mrs. J. Edgar Smith, 120; Mrs. J. Edgar Smith, 119; Mrs. J. Edgar Smith, 118; Mrs. J. Edgar Smith, 117; Mrs. J. Edgar Smith, 116; Mrs. J. Edgar Smith, 115; Mrs. J. Edgar Smith, 114; Mrs. J. Edgar Smith, 113; Mrs. J. Edgar Smith, 112; Mrs. J. Edgar Smith, 111; Mrs. J. Edgar Smith, 110; Mrs. J. Edgar Smith, 109; Mrs. J. Edgar Smith, 108; Mrs. J. Edgar Smith, 107; Mrs. J. Edgar Smith, 106; Mrs. J. Edgar Smith, 105; Mrs. J. Edgar Smith, 104; Mrs. J. Edgar Smith, 103; Mrs. J. Edgar Smith, 102; Mrs. J. Edgar Smith, 101; Mrs. J. Edgar Smith, 100; Mrs. J. Edgar Smith, 99; Mrs. J. Edgar Smith, 98; Mrs. J. Edgar Smith, 97; Mrs. J. Edgar Smith, 96; Mrs. J. Edgar Smith, 95; Mrs. J. Edgar Smith, 94; Mrs. J. Edgar Smith, 93; Mrs. J. Edgar Smith, 92; Mrs. J. Edgar Smith, 91; Mrs. J. Edgar Smith, 90; Mrs. J. Edgar Smith, 89; Mrs. J. Edgar Smith, 88; Mrs. J. Edgar Smith, 87; Mrs. J. Edgar Smith, 86; Mrs. J. Edgar Smith, 85; Mrs. J. Edgar Smith, 84; Mrs. J. Edgar Smith, 83; Mrs. J. Edgar Smith, 82; Mrs. J. Edgar Smith, 81; Mrs. J. Edgar Smith, 80; Mrs. J. Edgar Smith, 79; Mrs. J. Edgar Smith, 78; Mrs. J. Edgar Smith, 77; Mrs. J. Edgar Smith, 76; Mrs. J. Edgar Smith, 75; Mrs. J. Edgar Smith, 74; Mrs. J. Edgar Smith, 73; Mrs. J. Edgar Smith, 72; Mrs. J. Edgar Smith, 71; Mrs. J. Edgar Smith, 70; Mrs. J. Edgar Smith, 69; Mrs. J. Edgar Smith, 68; Mrs. J. Edgar Smith, 67; Mrs. J. Edgar Smith, 66; Mrs. J. Edgar Smith, 65; Mrs. J. Edgar Smith, 64; Mrs. J. Edgar Smith, 63; Mrs. J. Edgar Smith, 62; Mrs. J. Edgar Smith, 61; Mrs. J. Edgar Smith, 60; Mrs. J. Edgar Smith, 59; Mrs. J. Edgar Smith, 58; Mrs. J. Edgar Smith, 57; Mrs. J. Edgar Smith, 56; Mrs. J. Edgar Smith, 55; Mrs. J. Edgar Smith, 54; Mrs. J. Edgar Smith, 53; Mrs. J. Edgar Smith, 52; Mrs. J. Edgar Smith, 51; Mrs. J. Edgar Smith, 50; Mrs. J. Edgar Smith, 49; Mrs. J. Edgar Smith, 48; Mrs. J. Edgar Smith, 47; Mrs. J. Edgar Smith, 46; Mrs. J. Edgar Smith, 45; Mrs. J. Edgar Smith, 44; Mrs. J. Edgar Smith, 43; Mrs. J. Edgar Smith, 42; Mrs. J. Edgar Smith, 41; Mrs. J. Edgar Smith, 40; Mrs. J. Edgar Smith, 39; Mrs. J. Edgar Smith, 38; Mrs. J. Edgar Smith, 37; Mrs. J. Edgar Smith, 36; Mrs. J. Edgar Smith, 35; Mrs. J. Edgar Smith, 34; Mrs. J. Edgar Smith, 33; Mrs. J. Edgar Smith, 32; Mrs. J. Edgar Smith, 31; Mrs. J. Edgar Smith, 30; Mrs. J. Edgar Smith, 29; Mrs. J. Edgar Smith, 28; Mrs. J. Edgar Smith, 27; Mrs. J. Edgar Smith, 26; Mrs. J. Edgar Smith, 25; Mrs. J. Edgar Smith, 24; Mrs. J. Edgar Smith, 23; Mrs. J. Edgar Smith, 22; Mrs. J. Edgar Smith, 21; Mrs. J. Edgar Smith, 20; Mrs. J. Edgar Smith, 19; Mrs. J. Edgar Smith, 18; Mrs. J. Edgar Smith, 17; Mrs. J. Edgar Smith, 16; Mrs. J. Edgar Smith, 15; Mrs. J. Edgar Smith, 14; Mrs. J. Edgar Smith, 13; Mrs. J. Edgar Smith, 12; Mrs. J. Edgar Smith, 11; Mrs. J. Edgar Smith, 10; Mrs. J. Edgar Smith, 9; Mrs. J. Edgar Smith, 8; Mrs. J. Edgar Smith, 7; Mrs. J. Edgar Smith, 6; Mrs. J. Edgar Smith, 5; Mrs. J. Edgar Smith, 4; Mrs. J. Edgar Smith, 3; Mrs. J. Edgar Smith, 2; Mrs. J. Edgar Smith, 1.

Past Run of Atlantic Fleet From Morris Cove
to Shelter Island.

SHELTER ISLAND, July 10.—The Atlantic Yacht Club members were in great luck today as they sailed from Morris cove to that they made the run from Morris Cove to this point in fast time. The Astrild led the fleet this time and she made the journey in a little more than four hours and a half. When the yachts went out to the starting line this morning at 8 o'clock, the wind was fresh from the north-northwest. A light breeze came from the west-southwest. This was at 9 o'clock, and five minutes later the starting signal was given. Addison Hannan shot the Astrild over the line almost by the signal. Col. Austen was next with the Pontio, and then came the Sylph. The yachts which followed were the Aurora, Arkia, Eclipse, Comet, Atlantic, Ondawa, Zenobia and Nirvana. The last named was handicapped twenty minutes.

Good judges were of the opinion that the wind would come from the south, and that the boats which would stand head-on would do well. James Weir on the Eidolon took the lead in looking for this change and stood well out in the Sound. F. C. Swan on the Zenobia followed the Eidolon, and Major Ackerman and Robert E. Todd on the Eclipse kept well south and then turned back to the starting line as the wind came from the right. After sailing half an hour the wind came in south, and all, except Eidolon, Zenobia and Zenobia, had to take in spinners and lie over.

At 1 o'clock the Vesta had drawn on even terms with the Water Witch and soon passed her. The Eclipse and Isidell were making good time, and the Water Witch was made out in the distance and the leaders were rapidly drawing in toward Orient Point. The Zenobia was a spinner, and she at once began to draw ahead of the others. At 2 o'clock the Astrild set their spinners. At 12.20 o'clock the Atlantic was south of the lightslip,

Turn Cut. The *Vesta* was second, *Astrid* third, and *Water Witch* fourth. It was a bad start to the finish for the *Water Witch*. The *Sheers* were trimmed down flat and the *Astrid* at once began to ease out to windward of the big schooner. She took the lead and crossed the finishing line in 1:39.00, having made the thirty-seven miles from Morris Cove, six of which were in the *Water Witch's* favor, and at minutes. The Atlantic won the schooner race. The *Water Witch* was second, and the *Astrid* the race on time allowance. The *Eldon* was the first boat to finish in Class 1, but the *Zenobia*, which was second, received an allowance of eleven minutes and won.

To-morrow the yachts will race to New London, and the day after to New Haven. The races will be on the usual

Yacht and Owner.	Finish.	Elapsed Corrected
<i>Water Witch</i> , J. F. Ackerman.	1:39.00	H. M. S.
<i>Astrid</i> , W. Marshall.	1:40.00	H. M. S.
<i>Water Witch</i> , D. Banks.	1:41.33	4:25 43.13
<i>Water Witch</i> , D. Banks.	1:43.33	4:30 50.00
<i>Water Witch</i> , D. Banks.	1:45.33	4:35 46.33
<i>Water Witch</i> , D. Banks.	1:46.33	4:36 42.33
<i>Water Witch</i> , D. Banks.	1:48.33	4:41 48.33
<i>Water Witch</i> , D. Banks.	1:50.33	4:46 48.33
<i>Water Witch</i> , D. Banks.	1:52.33	4:51 48.33
<i>Water Witch</i> , D. Banks.	1:54.33	4:56 48.33
<i>Water Witch</i> , D. Banks.	1:56.33	5:01 48.33
<i>Water Witch</i> , D. Banks.	1:58.33	5:06 48.33
<i>Water Witch</i> , D. Banks.	2:00.33	5:11 48.33
<i>Water Witch</i> , D. Banks.	2:02.33	5:16 48.33
<i>Water Witch</i> , D. Banks.	2:04.33	5:21 48.33
<i>Water Witch</i> , D. Banks.	2:06.33	5:26 48.33
<i>Water Witch</i> , D. Banks.	2:08.33	5:31 48.33
<i>Water Witch</i> , D. Banks.	2:10.33	5:36 48.33
<i>Water Witch</i> , D. Banks.	2:12.33	5:41 48.33
<i>Water Witch</i> , D. Banks.	2:14.33	5:46 48.33
<i>Water Witch</i> , D. Banks.	2:16.33	5:51 48.33
<i>Water Witch</i> , D. Banks.	2:18.33	5:56 48.33
<i>Water Witch</i> , D. Banks.	2:20.33	6:01 48.33
<i>Water Witch</i> , D. Banks.	2:22.33	6:06 48.33
<i>Water Witch</i> , D. Banks.	2:24.33	6:11 48.33
<i>Water Witch</i> , D. Banks.	2:26.33	6:16 48.33
<i>Water Witch</i> , D. Banks.	2:28.33	6:21 48.33
<i>Water Witch</i> , D. Banks.	2:30.33	6:26 48.33
<i>Water Witch</i> , D. Banks.	2:32.33	6:31 48.33
<i>Water Witch</i> , D. Banks.	2:34.33	6:36 48.33
<i>Water Witch</i> , D. Banks.	2:36.33	6:41 48.33
<i>Water Witch</i> , D. Banks.	2:38.33	6:46 48.33
<i>Water Witch</i> , D. Banks.	2:40.33	6:51 48.33
<i>Water Witch</i> , D. Banks.	2:42.33	6:56 48.33
<i>Water Witch</i> , D. Banks.	2:44.33	7:01 48.33
<i>Water Witch</i> , D. Banks.	2:46.33	7:06 48.33
<i>Water Witch</i> , D. Banks.	2:48.33	7:11 48.33
<i>Water Witch</i> , D. Banks.	2:50.33	7:16 48.33
<i>Water Witch</i> , D. Banks.	2:52.33	7:21 48.33
<i>Water Witch</i> , D. Banks.	2:54.33	7:26 48.33
<i>Water Witch</i> , D. Banks.	2:56.33	7:31 48.33
<i>Water Witch</i> , D. Banks.	2:58.33	7:36 48.33
<i>Water Witch</i> , D. Banks.	3:00.33	7:41 48.33
<i>Water Witch</i> , D. Banks.	3:02.33	7:46 48.33
<i>Water Witch</i> , D. Banks.	3:04.33	7:51 48.33
<i>Water Witch</i> , D. Banks.	3:06.33	7:56 48.33
<i>Water Witch</i> , D. Banks.	3:08.33	8:01 48.33
<i>Water Witch</i> , D. Banks.	3:10.33	8:06 48.33
<i>Water Witch</i> , D. Banks.	3:12.33	8:11 48.33
<i>Water Witch</i> , D. Banks.	3:14.33	8:16 48.33
<i>Water Witch</i> , D. Banks.	3:16.33	8:21 48.33
<i>Water Witch</i> , D. Banks.	3:18.33	8:26 48.33
<i>Water Witch</i> , D. Banks.	3:20.33	8:31 48.33
<i>Water Witch</i> , D. Banks.	3:22.33	8:36 48.33
<i>Water Witch</i> , D. Banks.	3:24.33	8:41 48.33
<i>Water Witch</i> , D. Banks.	3:26.33	8:46 48.33
<i>Water Witch</i> , D. Banks.	3:28.33	8:51 48.33
<i>Water Witch</i> , D. Banks.	3:30.33	8:56 48.33
<i>Water Witch</i> , D. Banks.	3:32.33	9:01 48.33
<i>Water Witch</i> , D. Banks.	3:34.33	9:06 48.33
<i>Water Witch</i> , D. Banks.	3:36.33	9:11 48.33
<i>Water Witch</i> , D. Banks.	3:38.33	9:16 48.33
<i>Water Witch</i> , D. Banks.	3:40.33	9:21 48.33
<i>Water Witch</i> , D. Banks.	3:42.33	9:26 48.33
<i>Water Witch</i> , D. Banks.	3:44.33	9:31 48.33
<i>Water Witch</i> , D. Banks.	3:46.33	9:36 48.33
<i>Water Witch</i> , D. Banks.	3:48.33	9:41 48.33
<i>Water Witch</i> , D. Banks.	3:50.33	9:46 48.33
<i>Water Witch</i> , D. Banks.	3:52.33	9:51 48.33
<i>Water Witch</i> , D. Banks.	3:54.33	9:56 48.33
<i>Water Witch</i> , D. Banks.	3:56.33	10:01 48.33
<i>Water Witch</i> , D. Banks.	3:58.33	10:06 48.33
<i>Water Witch</i> , D. Banks.	4:00.33	10:11 48.

[illegible]

starting race from start to finish. The wind was blowing almost a gale from the southwest and the course was to Dyers Island and return, a distance of eighteen miles. The start was from the restaurants cove, the Wa Ma crossing two seconds ahead of the gun, thereby losing her chance of winning. The Esperanza was close behind her, but it was a close race to the Jamestown mark, then a run up the bay with spinners to port, just before the other mark was reached the Ilora and Wa Ma flared in a luffing match that was quite interesting, but it did not change the position of the racers.

The Esperanza rounded the mark at 421. On her best home the racers leaved well over, and at times were enveloped in spray. When near the Jamestown mark the Esperanza and the Ilora were racing each other on opposite courses. The latter, with the right of way, looked as if she would run the Esperanza down, but she was not to be so lucky.

Boatmen: Messrs. Duncan and Mr. J. R. Livermore sailed in the race. The summary:

Boat and Owner.	Start.	Finish.	Elapsed
Esperanza, R. O. Hays.	2:10	5:51 32	3:41 32
Ilora, R. N. Ellis.	3:21 00	6:52 31	3:31 31
Wa Ma, J. V. Dolan.	3:21 00	5:36 02	2:15 02

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SAMPLE SENT ON APPLICATION

**Brunswick
Pharmaceutical Co.,**
New Brunswick, N. J.

Tatler

TROLLEY CAR RUNS WILL

**DASHES SIX BLOCKS DOWN HILL AND
SMASHES THREE CARS AT THE FOOT**

**Five Passengers Hurt in the Broken Car—
One Killed—Rescued Was Woman**

Except for the Motorman and Conductor—
—The Crash Due to a Useless Air Brake

One of the new big trolley cars on the Amsterdam avenue branch of the Third Avenue road ran amuck yesterday morning, smashing itself and another car, made two more cars rock sick and incidentally shook the senses out of a score of passengers. Four of the latter were hurt badly enough to go to the hospital, but the injuries of none are serious.

The obstreperous car is—or was, for there isn't much left of it now—No. 71. The man who was driving it was William E. Hammond and the conductor was Sherman Maxwell. They were bowling along down Amsterdam avenue carrying the average run of passengers when they reached the top of the hill at 183rd street. There, fortunately for them, the last passenger got out and no one was left on the car but the two employees. The motor car went hislever around and the car rode over the cross of the hill and began to make speed on downward grade.

In a few seconds Hammond reached for air brake and threw it on, but the car sped downward with unnecessary velocity. Somehow he was wrong with the brake. Hammond snapped his head low and saw the wheels of the other car's wheels grow and reach him. He tried to stop, but it was too late.

[illegible]

The car in which these were was not wrecked entirely, as was that hit by the runaway. If the positions of the two cars been changed, the runaway might have been averted. Both the motorman and the conductor of the runaway car, as well as the driver of the car which clipped the back platform, were on there, as far from the front as possible. So great was the force of the impact that the motorman and the conductor were not so much as hurt. They were sent spinning with the impact car, but picked themselves up almost unharmed. The car hit only for a junk shop and kindling pile.

The only cause for the runaway assigned by the railroad was that the car had failed to work. The reservoir is pumped full of air automatically by electricity. It carried several hundred pounds of pressure. At the accident that the current was shut off for a moment just as the car started down the track. There would have been no time to get the current back on, and this would not have affected the apparatus.

PROBABLY VIRULENT SMALLPOX

Fatal Disease in a Remote Part of Louisiana
Which Puzzles Physicians There.

NEW ORLEANS, July 10.—A fatal disease which the local physicians believe to be smallpox, but which is called "the red fever" by the natives, has caused the death of a young man in the parish in this State, and the local authorities have appealed to the State Board of Health for assistance. So far there are five cases reported, and the physicians believe that although whites have been thrown in contact with it, every person attacked dies. The disease is of French origin, could not be traced, and is epidemic smallpox of a virulent type. Two physicians were sent to Caldwell to determine the cause of the disease. They found a large number of tents were sent for to sick.

Home Insurance Company Report.

The ninety-four semi-annual statement of the Home Insurance Company of New York under date of July 1, 1900, shows among other things a surplus as regards policyholders of \$7,767,818.14. The total capital of the company is \$10,000,000 and the reserve premium fund is \$4,179,784. The company announces that semi-annual dividends of 10 per cent. has been declared, payable on demand.

Summer Resorts.

NEW YORK.

WASHINGTON HOUSE—Edward Washburn, proprietor, Liberty, Sullivan county, N. Y. Elevation 2,000 feet; one-quarter mile above Liberty overlooking the village; new furniture throughout; sanitary arrangements; perfect music and dancing; tables; lake first-class; garden, dairy, fresh milk; sweet cream butter, eggs, chickens; good food; prices reasonable to adults. Write for terms.

SUMMIT HOUSE, LIBERTY, NEW YORK. Washington Brook, Proprietors; accommodates 40 guests; fine view of the Catskills; 10 miles from Liberty; 1 1/2 miles from Catskills; lake; superb first-class; food; live music; good service; prices reasonable to adults. Write for terms.

SAWYER HOUSE, Congress, Rockland Lake, N. Y. By boat or train. Liberal arrangements can be made at 155 Madison av.

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Golf, Tennis, Driving, Bowling, &c.

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SITUATED ON GREAT SOUTH BAY,
LOOKING THE OCEAN. NOW OPEN.
For Booklet and terms address
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Is Open.
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East Moriches, L. I., directly on the Great South Bay Shore, Long Island. Modern bath; swimming pool; 100 feet from beach; descriptive booklet of Sunnyside.

PROSPECT HOUSE
AND COTTAGES.
BAY SHORE, LONG ISLAND.

Beautiful location on Great South Bay, opposite Fire Island and close to ocean. The family hotel, receives 400 guests. One house N. Y. boating, fishing, sailing; ocean and water bathing; excellent food and drives. Call on out door amusement. Send for pamphlet. Reasonable. NOW OPEN. F. M. RIGERS, P. AMITYVILLE, L. I.

HOTEL NEW POINT NOW OPEN
Always cool. 150 feet from Great South Bay and service of the best. Electric Light and with private bath. SPECIAL PORTER SERVICE. MEN. Good roads for bicycling. Man in attendance. Accommodations for 400 horses. E. HATHAWAY, P. AMITYVILLE, L. I.

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HOUSE. Beautifully situated amid the seaview. Accommodations. Golfing, fishing, bathing. Driving, etc. Easily accessible to the beach. Send for terms and rates. Manager H. D. W. LAWSON, Manager Hotel House, Suffolk County, N. Y.

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